IN THE SPECIFICATION:

Please replace paragraph [0015] with the following replacement paragraph:

Figure 2 is a cross-sectional illustration of a portion of gas turbine engine 10 including a primer nozzle 30. Figure 3 is an enlarged side view of primer nozzle 30. Figure 4 is a cross-sectional view of a portion of primer nozzle 30 taken along line 4-4 (shown in Figure 3). In the exemplary embodiment, primer nozzle 30 includes an inlet 32, an injection tip 34, and a body 36 that extends therebetween. Inlet 32 is a known standard hose nipple that is coupled to a fuel supply source and to an air supply source (e.g., an exemplary accumulator 200 shown in Figure 2) for channeling fuel and air into primer nozzle 30, as is described in more detail below. In addition, inlet 32 also includes a fuel filter (not shown) which strains fuel entering nozzle 30 to facilitate reducing blockage within nozzle 30.

Please replace paragraph [0027] with the following replacement paragraph:

Accordingly, after engine 10 is started and idle speed is obtained, and during engine hot starts, fuel flow to primer nozzle 30 is stopped, which makes primer nozzles 30 susceptible to coking and tip burn back. To facilitate preventing coking within primer nozzles 30, nozzles 30 are substantially continuously purged with compressor bypass air supplied through an accumulator 200, to facilitate removing residual fuel from primer nozzle 30. Specifically, the operating temperature of the purge air is lower than an operating temperature of cooling air circulated through the recouperator and supplied to shroud 56. The purge air also facilitates reducing an operating temperature of primer nozzle 30 and injection tip 34 during engine operations when primer nozzle 30 is not employed.